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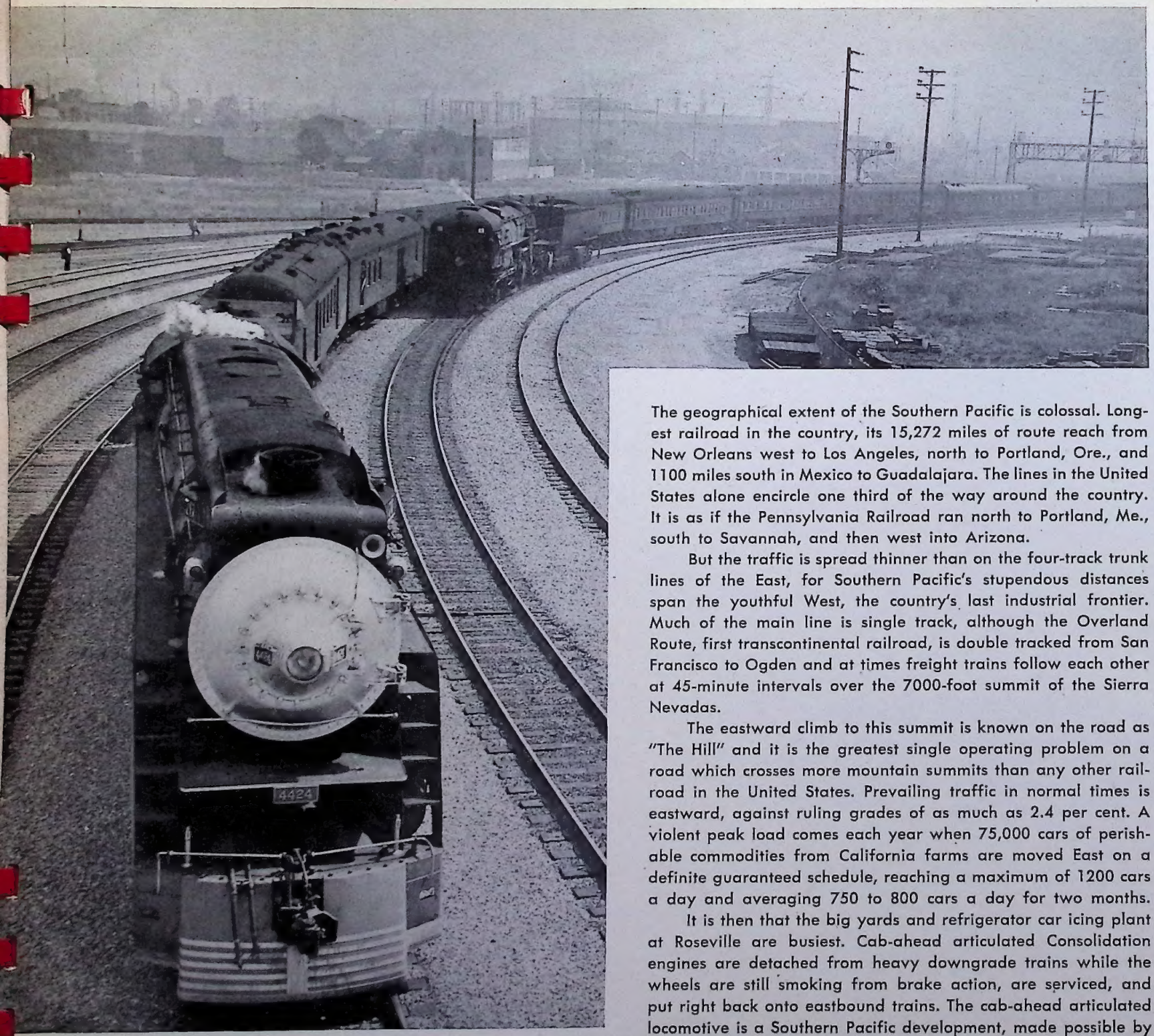
SOUTHERN PACIFIC LINES

Trains Album of Photographs

Number 11

SOUTHERN PACIFIC LINES



Trains Album of Railroad Photographs

SOUTHERN PACIFIC LINES

Book II

The geographical extent of the Southern Pacific is colossal. Longest railroad in the country, its 15,272 miles of route reach from New Orleans west to Los Angeles, north to Portland, Ore., and 1100 miles south in Mexico to Guadalajara. The lines in the United States alone encircle one third of the way around the country. It is as if the Pennsylvania Railroad ran north to Portland, Me., south to Savannah, and then west into Arizona.

But the traffic is spread thinner than on the four-track trunk lines of the East, for Southern Pacific's stupendous distances span the youthful West, the country's last industrial frontier. Much of the main line is single track, although the Overland Route, first transcontinental railroad, is double tracked from San Francisco to Ogden and at times freight trains follow each other at 45-minute intervals over the 7000-foot summit of the Sierra Nevadas.

The eastward climb to this summit is known on the road as "The Hill" and it is the greatest single operating problem on a road which crosses more mountain summits than any other railroad in the United States. Prevailing traffic in normal times is eastward, against ruling grades of as much as 2.4 per cent. A violent peak load comes each year when 75,000 cars of perishable commodities from California farms are moved East on a definite guaranteed schedule, reaching a maximum of 1200 cars a day and averaging 750 to 800 cars a day for two months.

It is then that the big yards and refrigerator car icing plant at Roseville are busiest. Cab-ahead articulated Consolidation engines are detached from heavy downgrade trains while the wheels are still smoking from brake action, are serviced, and put right back onto eastbound trains. The cab-ahead articulated locomotive is a Southern Pacific development, made possible by the use of oil fuel which can be fired at the front end. It gives the engineer better visibility on winding mountain track and better protection against locomotive gases in tunnels and snowsheds, of which SP has 8.16 miles.

Other distinctive SP locomotives are the General Service 4-8-4's, streamlined in Daylight style and painted colorful red, orange and black, but used in both passenger and freight service, and the coal fired articulateds with conventional cab location used on the Sunset Route in Arizona and New Mexico. All SP locomotives can be quickly spotted by the train number indicators located on each side of the smokebox top.

Whether on the Overland Route in the American River Canyon where the river is 2000 feet below at Emigrant Gap, on the Coast line where the Daylight follows the Pacific for 113 miles, or on the Cascade Route where the Cascade is in the midst of mountains and tall pines for almost a day, the SP passenger has plenty of unspoiled scenery to view from the train windows. The approach to San Francisco is magnificent, for instead of the customary route through factory districts the train ends its run under the trainshed of Oakland Mole and the journey is finished on a ferry boat crossing San Francisco Bay under the suspension span of the Bay Bridge with the buildings and hills of the city looming up out of the morning mists or with the lights reflecting at night across the moving water.

Engineering feats abound in the crossings of the mountainous West. Tehachapi Loop makes a complete circle to gain elevation in the Tehachapi Mountains between Bakersfield and Mohave. The 8½ million dollar Lucin Cutoff goes to sea for 32 miles straight across Great Salt Lake in order to eliminate the heavily graded section of the old Central Pacific to the north of the lake. In the Cascades the new line swings back upon itself in two gigantic hairpin curves to climb to the summit out of Salt Creek Canyon. The largest and heaviest railroad bridge west of the Mississippi carries mainline trains across Suisun Bay, an arm of San Francisco Bay, 35 miles east of San Francisco. Two hundred sixty-two miles of centralized traffic control and 4825 miles of automatic block signals help speed train movements.

The pictures and captions in this book tell more of the story of Southern Pacific. As in other numbers of the Trains Album of Photographs the photos are selected to give a representative view of the system. The printing is by our special process which produces photos the nearest possible to actual photographic prints. The plastic binding permits you to remove pages for framing or scrapbook use without damaging the book.

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TRAINS ALBUM OF PHOTOGRAPHS
By the Editors of Trains Magazine

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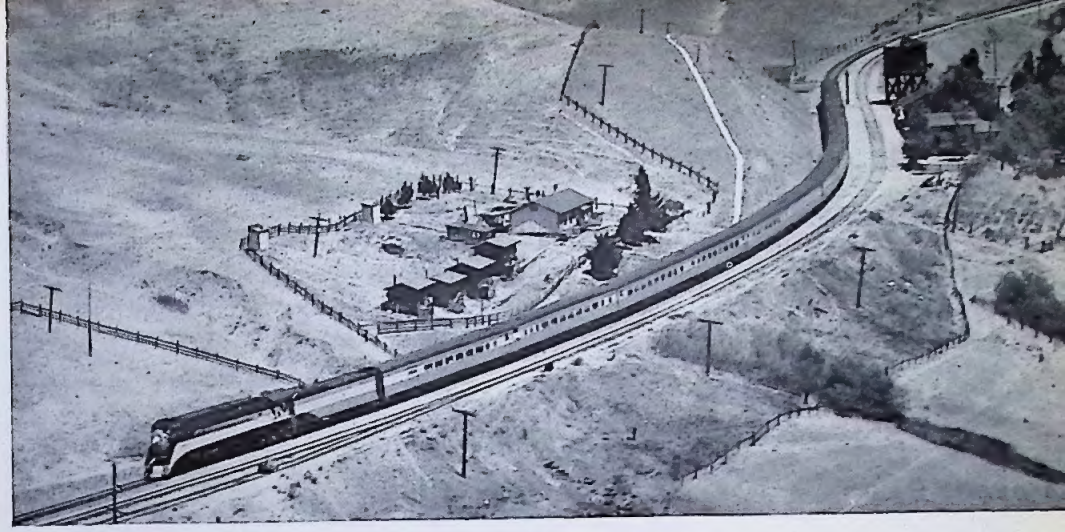
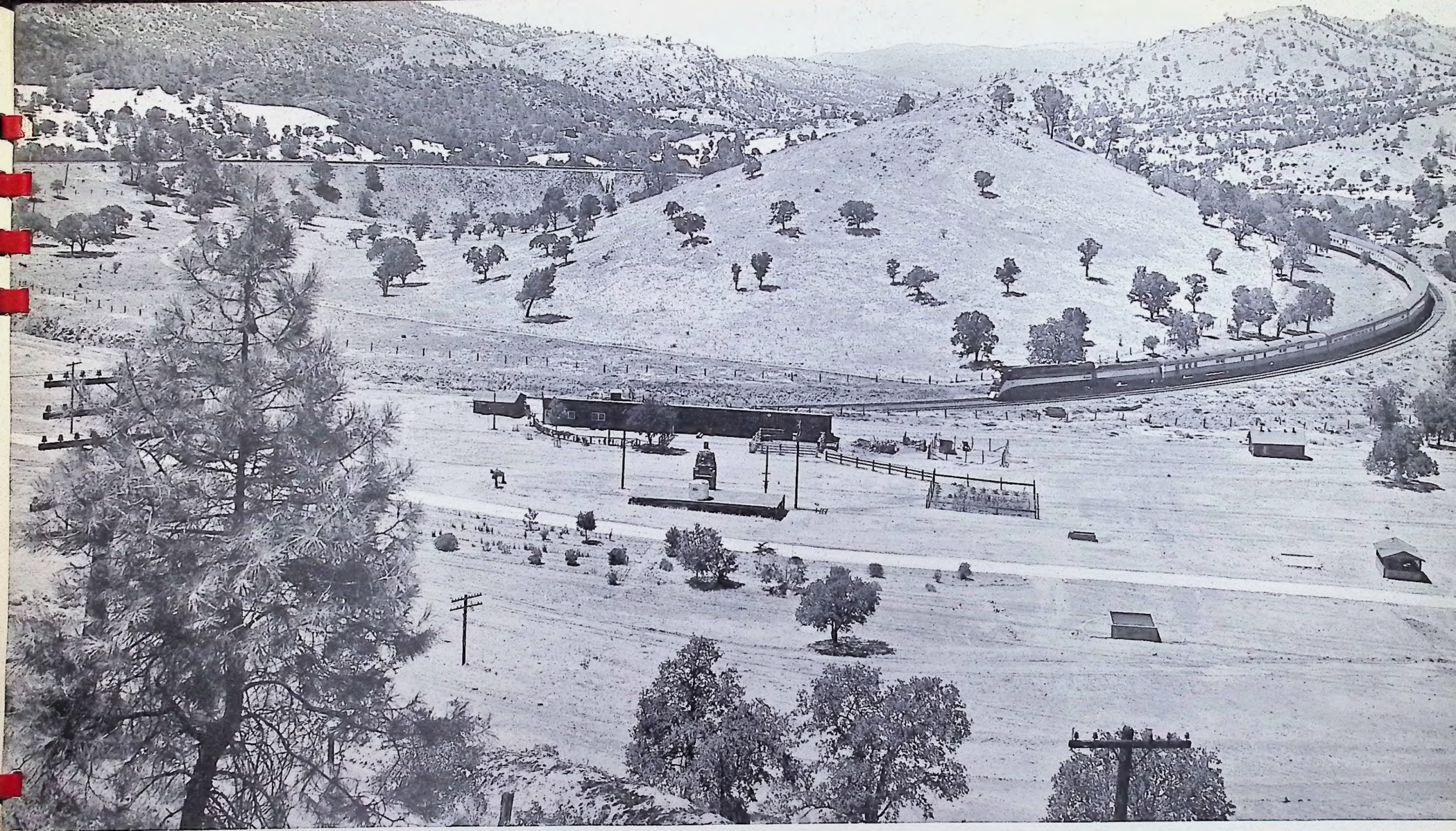
The Daylight in Santa Susanna Pass on the Coast Route. Photo by F. J. Peterson.

The Daylight in rough country.



Against the background of an Army camp, a double headed troop train swings around the Horseshoe Curve on the climb to the crest of the Santa Lucia Mountains north of San Luis Obispo.



The San Joaquin Daylight on the Tehachapi Loop, engineering marvel by which SP gains elevation to cross the Tehachapi Mountains near Bakersfield, Calif. Track passes under itself outside picture at left.

At Glendale station just north of Los Angeles Herb Sullivan found a Daylight type General Service locomotive pulling the Overnighter, fast merchandise train, and an Articulated Consolidation, husky freight hauler, pulling the West Coast Limited from Portland, Ore.

Southern Pacific's Coast Route between Los Angeles and San Francisco skirts the very edge of the Pacific for 113 miles. The Shasta Route between San Francisco and Portland runs not only over but along and through the Cascade Mountains, and for miles is in sight of majestic Mount Shasta (below). By D. L. Joslyn.

The newer Cascade Line of SP's Shasta Route has much awe inspiring mountain scenery. At this point the roadbed is carved from the rock mountain side far above Salt Creek Canyon. A bit farther along, the line doubles back on itself in a curved tunnel and works down to the valley floor.

With a train of war freight behind, one of Southern Pacific's cab-ahead Articulated Consolidation locomotives rolls down grade toward Dunsmuir with Mount Shasta in the background. At upper right is another scene on the Shasta Route, a passenger train skirting the shore of Odell Lake in Southern Oregon. Below is Cascade Summit station, 536 miles north of San Francisco and 210 miles south of Portland.

Some old Moguls of classic design are still in light service on SP. The 1658, built by Cooke in 1899, was originally No. 1460. Train number indicators alongside stack are characteristic of the road. By F. J. Peterson.

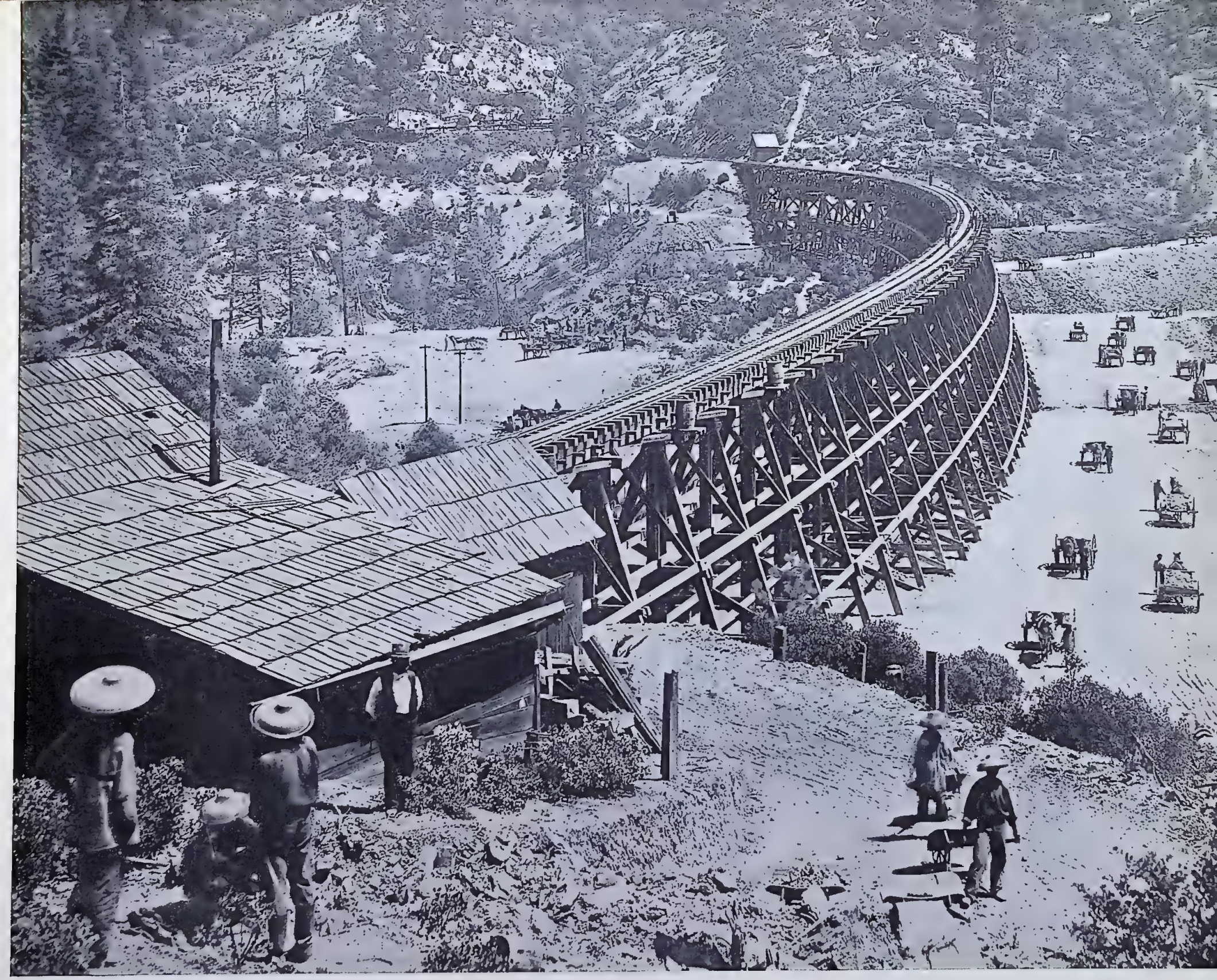
Mountain type locomotives like 1428, along with the newer General Service 4-8-4's, do much of SP's heavy passenger work. By A. J. Baker Studio.

Less known than the unique cab-forward articulateds used over the Sierras and Cascades, these Lima-built coal burning 2-8-8-4's pull fast freight on the Sunset Route through Arizona and New Mexico. By R. H. Kindig.

The Oakland Mole, terminal of SP passenger trains across the bay from San Francisco. Ferries take passengers across to the foot of Market Street. Below (by J. F. Orem) is the City of San Francisco leaving the Mole for Chicago.

Pacific Limited in the Sierra Nevadas.

Today and yesterday on the Overland Route in the Sierra Nevadas. This main line is the onetime Central Pacific, western portion of the first transcontinental railroad, and the lower photo (from the collection of D. L. Joslyn) shows the down train getting ready to leave Cisco a year before the driving of the golden spike on May 10, 1869. The rugged western slope of the Sierras is climbed by means of the American River Canyon.



This picture was taken in 1877 when the high Secrettown trestle in the Sierra Nevadas of California was being filled in by the Central Pacific (now Southern Pacific). In those days there were none of the power implements that are so common in modern construction. Scrapers were not used in the grading. Dynamite was not in general use. Chinese coolies did the work with pick and shovel, one-horse dump carts, wheelbarrows and black powder.

An older type cab-ahead articulated locomotive in action on the Sierra grade at Colfax, Calif., in 1919. By Herb Sullivan.

Diesel-electric streamliner City of San Francisco on the Lucin Cutoff across Great Salt Lake on Southern Pacific's portion of the run between Chicago and the West Coast.

This was the SP of the early twentieth century as seen by the camera of Herb Sullivan. The train at left is in the foothills of the Tehachapis and the photo was taken from the caboose cupola shortly after leaving Bakersfield. The passenger train is on the Siskiyou Line of the Shasta Route a few miles north of Grants Pass, while the tired looking articulated is on the Beaumont grade of the Sunset Route. All were taken in 1908.

Among the thousands of bridges on Southern Pacific two major structures stand out among America's largest railroad bridges. At right is the Huey Long Bridge across the Mississippi above New Orleans, used by Sunset Route trains as well as highway traffic. Below is the Suisun Bay bridge across an estuary of San Francisco Bay, used by both Overland Route and Shasta Route trains. Both river crossings were made by ferries before these bridges were built in the early thirties.

California fruit moves east in solid refrigerator trains on Southern Pacific.

The Sunset Limited during its stop at Yuma, Ariz.

On the Sunset Route in downtown El Paso.

The Daylight.